

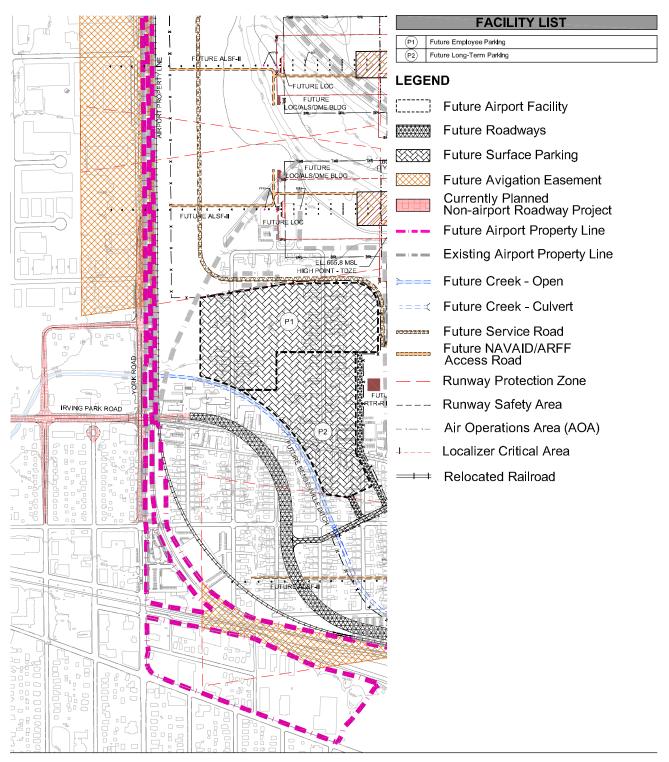
Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);
Department of Aviation Airport Management and Records
Prepared by: Ricondo & Associates, Inc.

Records Exhibit VI-10





On-Airport West Terminal Roadway System



Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001); Department of Aviation Airport Management and Records

Prepared by: Ricondo & Associates, Inc.

Exhibit VI-11





Irving Park Road/York Road Interchange

6.4.1.3 South Cargo/Northwest Maintenance Area Roadway Improvements

Ground access roadway improvements in the Southwest Cargo Area will occur as a result of the realignment of Irving Park Road and the construction of Runway 10R-28L and supporting taxiways and in the Northwest Maintenance Area as a result of the construction of Runway 9L-27R and supporting taxiways.

Most of the existing roadway serving the South Cargo Area will be abandoned. Access to the Southwest Cargo Area, and the employee and long-term public parking lots immediately to the west of the Southwest Cargo Area, will be provided from the west at an intersection with the realigned Irving Park Road, pass under the taxiway connecting the ends of Runways 10C and 10R, and continue in an easterly direction, south of the relocated and existing cargo buildings. Public access to individual cargo buildings not fronting this roadway will be provided from a second roadway that utilizes several segments of roadways currently in operation. Existing cargo facilities located south of the planned Runway 10R-28L will utilize existing roadways, but with a modified connection to Irving Park Road.

The service roadway providing access to the Northwest Maintenance Area will be modified significantly as a result of the development of Runway 9L-27R and supporting taxiways. Access from Touhy Avenue will remain in the same location at Mount Prospect Road. On-Airport, Mount Prospect Road will be realigned to relocated Security Guard Post #1. At this point, access is controlled and the roadway becomes a secure service road.

6.4.2 Public Parking

Areas dedicated to both short-term and long-term parking are provided on the east side of the Airport supporting the Terminal Core and East Terminal Areas and on the west side of the Airport supporting the new Western Terminal Complex.

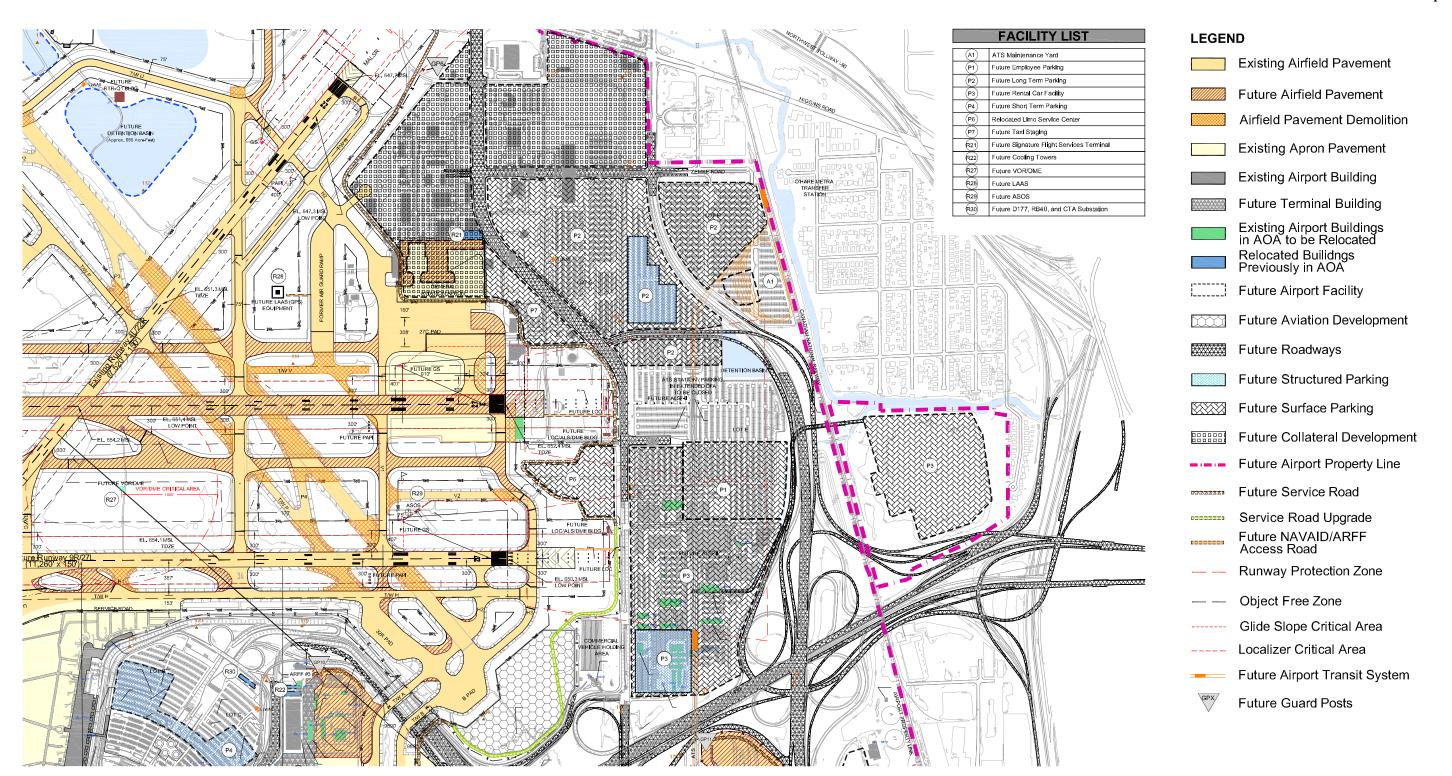
- East Side Short-Term Parking. Short-term parking supporting Terminals 1, 2, and 3 and future Terminal 4 is accommodated through expansion of the elevated parking structure (Lot A) into a portion of surface Lots B and C. This parking expansion is configured as presented in the previously approved May 2002 Future ALP. Short-term parking at Terminal 5 and future Terminal 6 will be maintained as presented in the previously approved May 2002 Future ALP.
- West Side Short-Term Parking. Short-term parking will be provided immediately to the west of the new West Terminal in a parking structure. The ground level of this parking structure will be reserved for rental car operations and the remaining levels will be dedicated to public parking. Area for future expansion of this parking structure exists immediately to the south of the structure. Pedestrian access to the West Terminal is anticipated via a bridge at the fourth level of the parking structure and underground via a tunnel running under the terminal roadways.
- East Side Long-Term Parking. Long-term public parking for the Terminal Core and the East Terminal Areas will be accommodated in the Northeast Quadrant of the Airport between Mannheim Road and realigned Bessie Coleman Drive. The long-term lot consists of the existing Lot E as well as expansion of this lot to the west. The location of the long-term parking lot and the proposed Lot E parking structure have been adjusted in comparison to that presented in the previously approved May 2002 Future ALP. The parking structure has

- been relocated out of the RPZ for new Runway 9C-27C. Access between long-term parking in the Northeast Quadrant and the Terminal Core and East Terminal Areas will be provided via connection to the existing ATS. **Exhibit VI-12** depicts development planned for the Northeast Quadrant of the Airport.
- West Side Long-Term Parking. Long-term parking for the West Terminal will be accommodated in a surface lot immediately to the west of the South Cargo Area, as depicted in Exhibit VI-10. Access between the West Terminal Complex and the long-term lot is provided along York Road, realigned Irving Park Road, and the new access roadway to the Southwest Cargo Area from realigned Irving Park Road. Additionally, access between the West Terminal Complex and the East Terminals will be provided by use of the APM to Terminals 1 or 2 for secure passengers or via shuttle bus along the surface road network for non-secure passengers.

6.4.3 Employee Parking

Parking will be provided for employees working in the terminals, flight crews that require access to the terminals, as well as those working at various facilities around the Airport.

- Existing AMC Employee Parking Lot. Some employees working in the Terminal Core and East Terminal Areas currently park in a lot in the Southeast Service Area, immediately west of the AMC Building. This lot will be maintained; however, its capacity will be reduced. The alignment of Spine Road, an element of the previously approved May 2002 Future ALP, and associated fencing impacts 419 stalls in the AMC employee parking lot.
- Northwest Maintenance Area Lots. Additional parking for flight crews and employees working in the Terminal Core and East Terminal Areas is currently provided in the Northwest Maintenance Area. While some of this existing employee parking area is affected by the Master Plan, relocated parking areas are provided in conjunction with the relocation of affected facilities in the Northwest Maintenance Area. In addition, the Master Plan allows for a consolidated employee parking lot on the northwest side of the Airport. Although timing for the development of this facility has not yet been defined, this consolidated facility provides an opportunity for the ultimate relocation of all employee parking from within the Northwest Maintenance Area to an area outside of the Airport Operations Area.
- Lot E Employee Parking Lot. A third surface parking lot will serve employees working in and flight crews departing from the Terminal Core and East Terminal Areas. This lot is located in the Northeast Quadrant in the southern portion of what is currently Lot E, immediately south of the Runway 9C-27C extended OFA. These employees would be bused to the new ATS Station at the consolidated rental car facility.
- New West Terminal Employee Parking Lot. Parking for West Terminal employees and flight crews will be provided in a surface lot to the north of the long-term public parking lot supporting the West Terminal, in the southwest corner of the Airport, as depicted in Exhibit VI-10. A new access road to this lot is provided from the new service road entrance to the Southwest Cargo Area off realigned Irving Park Road, following the eastern boundary of the long-term public parking lot.
- Employee Parking for Support/Ancillary Facilities. Parking for employees working in areas of the Airport other than the Terminals will be provided onsite at each facility.



Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001); Department of Aviation Airport Management and Records

Prepared by: Ricondo & Associates, Inc

1000 ft.

north

Exhibit VI-12

6.4.4 Rental Car Facilities

Rental car operations on the east side of the Airport will remain in the Northeast Quadrant of the Airport, similar to that contained in the previously approved May 2002 Future ALP. These facilities include a consolidated rental car facility (consisting of a structure and surface parking) served by a new ATS station, as well as a rental car storage and maintenance lot on a parcel located at the northeast corner of I-190 and the Canadian National Railroad. The consolidated rental car facility and the rental car storage and maintenance lot are linked together by a dedicated non-public road and bridge over Mannheim Road. These facilities are depicted in Exhibit VI-12.

The West Terminal Complex is proposed to have a separate rental car operation located on the ground floor of the parking garage. This ready-car/ready-return area will be supported by a quick-turn around maintenance facility located at the surface level immediately west of the parking structure. The QTA area for the West Garage rental car operation is depicted in Exhibit VI-10, which shows the on-Airport West Terminal roadway system.

6.4.5 Commercial Vehicle Staging

Holding areas for commercial vehicles will be provided on both the east and west sides of the Airport.

The previously approved May 2002 Future ALP includes a Limousine Service Center along the west side of Bessie Coleman Drive. This facility will be configured under the preferred development plan due to impacts with the Runway 9C-27C RPZ.

On the east side of the Airport, the Commercial Vehicle Holding Area will be maintained in its current location. The previously approved May 2002 Future ALP includes a CVHA return roadway, which is a dedicated roadway for commercial vehicles destined for the CVHA after they drop off passengers at the Upper Level Roadway in the Terminal Core. This roadway connection uses the old FIS road that runs between the ATS and I-190 under the taxiway bridges. A new tunnel connects this roadway under I-190 and the CTA to the CVHA lot.

Staging for other commercial vehicles on the east side of the Airport will be provided along the west side of Bessie Coleman Drive, just north of Runway 27C, as depicted in Exhibit VI-12. These vehicles will access the terminals via the on-Airport roadway system.

On the west side of the Airport, staging for commercial vehicles will be provided within the terminal loop roadway. Access to and from the main terminal circulation roadways will be provided in a manner that facilitates quick response times to the terminal curbs. The circulation system for the West Terminal commercial vehicle holding area is shown in Exhibit VI-10, which depicts the on-Airport West Terminal roadway system.

6.4.6 Railroads

The Union Pacific Railroad will be rerouted from its current alignment to an alignment similar to that of the Canadian Pacific Railroad, as shown in Exhibit VI-11. However, this rail corridor will continue to cross the existing rail yard on the south side of the airfield via a bridge section. This realignment is necessary to accommodate the extension of Runway 10L-28R, and the construction of Runways 10C-28C and 10R-28L.

The realignment of the Union Pacific Railroad corridor creates new challenges with respect to the Irving Park Road/York Road intersection that will be addressed with a new interchange system as described in Section 6.4.1. The rail corridor realignment will rejoin the existing corridor in the same general area of the existing Union Pacific rail yard overpass. The grade separation of the Union Pacific Railroad will begin at a point south of the existing Runway 10R extended centerline and OFA, will rise on embankments to a point almost due south of the Runway 10R end, then transition to a trestle, turn to a southerly direction, and cross the rail yard. The elevation of the Railroad, including an allowance of 23 feet for rolling stock on the rails, was assessed using TERPS and 14 CFR Part 77 criteria. Part 77 penetrations are expected, but no violations to TERPS surfaces were identified.

6.4.7 Public Transit

Opportunities to extend the CTA to serve the West Terminal Complex, as well as to provide for Metra access from the west, are available. As the agencies responsible for those systems define specific options, they can be integrated with the Airport plans.

6.5 On-Airport Passenger Movements

The non-secure Airport Transit System (ATS) will be maintained as presented in the previously approved May 2002 Future ALP, with the exception of the existing Lot E ATS station. This station is located within the future boundaries of the extended OFA of Runway 9C-27C and will ultimately be closed. The previously approved May 2002 Future ALP includes the addition of ATS stations at Terminal 6 and at the Metra Transfer Station, and the relocation of the maintenance/test track facility to an area in the Northeast Quadrant, to accommodate the development of Terminal 6. Additionally, the previously approved May 2002 Future ALP contains a third new ATS station at the proposed consolidated rental car facility location. Exhibit VI-12 depicts the relocated maintenance/test track facility and new ATS stations at the consolidated rental car facility and at the Metra Transfer Station. Alternatives to provide a non-secure connection between the Terminal Core/East Terminal Areas and the West Terminal via a people mover (including options to extend the existing ATS) and/or an on-Airport roadway were examined as part of the alternatives analysis. Though not currently proposed as part of the plan, and thus not indicated in the October 2003 Future ALP, these options are not precluded.

A new secure APM system is proposed between the West Terminal and the Terminal Core Area, connecting at the bases of Terminals 1 and 2, in the secure area of the Terminals. This system includes station locations at the main West Terminal facility, the satellite West Terminal concourse, and a single station that serves Terminals 1 and 2 with pedestrian walkways. Though not proposed as part of the plan, the new secure-side APM system allows for a possible ultimate extension to Terminals 3 and 5 and future Terminals 4 and 6. The APM O&M facility for the new secure APM system will be located in the infield area of the West Terminal Complex roadway system, north of the short-term public parking structure, as depicted in Exhibit VI-10.

Transportation of non-secure persons between the West Terminal and the East Terminal/Terminal Core Areas will be provided by a shuttle bus system operating on public roadways around the Airport. The shuttle bus will carry passengers, visitors, and employees who are not able to pass through security to use the secure APM system. It is assumed that the shuttle bus system will access each terminal curbfront, thus passengers requiring access to other facilities, such as long-term parking, would transfer to the appropriate Terminal and then proceed to long-term parking. The routing of this shuttle from the West Terminal Complex would be south on York Road, east on Irving

Park Road, then north on Mannheim Road to the Terminal Core and East Terminal Areas. The specific demand for this cross-Airport movement has not been modeled, but was estimated at a gross level with the understanding that the number of shuttle buses used in the service could vary depending on the ultimate need of the system.

6.6 Other Facilities

Although not discussed in the Master Plan, parallel studies and analyses were undertaken during the master planning process on the topics of ATCT facilities, service roads, and drainage and utilities infrastructure. This section identifies the respective reports and the general scope of those efforts.

6.6.1 ATCT Facilities

The O'Hare Modernization Program North Airport Traffic Control Tower Site Selection Study Final Report (September 12, 2003) identifies the future airfield and building layouts and elevations for the preferred plan. Although maintaining the existing ATCT as the sole operating tower is desirable, it is not feasible given height requirements; therefore, development of supplemental north and south ATCTs is recommended. This report details the siting and facility requirements for the supplemental North ATCT to support the initial airfield development of future Runway 9L-27R (the northernmost runway) to achieve an unobstructed line-of-sight without displacing any existing facilities in the north airfield.

Upon development of future Runway 10R-28L, the southernmost runway, mitigation of obstructions within the south airfield area and/or the development of a supplemental/replacement tower would be necessary. As currently envisioned, future Runway 10R-28L would be the last of the four new runways to be developed at the Airport. Therefore, the need to define a mitigation plan to ensure visual contact for future Runway 10R-28L and its taxiway infrastructure is not immediate. On that basis, the Report focuses on ATCT site selection for the initial development in the north airfield.

6.6.2 Service Roads

The O'Hare Modernization Program Airfield Service Road Traffic Study [Draft Report] (November 2003) reviewed the vehicle volumes and key runway and taxiway crossings of the primary service road system depicted in the December 2002 Draft Future ALP and concluded that the system is able to accommodate future traffic volumes and operate at acceptable levels of service with a few refinements. These refinements generally include grade separating service roadways from runways and high volume taxiways, where practical; ensuring that access roads are provided to connect NAVAIDS to the primary and secondary service road system; and developing an alternative vehicle routing where an existing service road is impacted by proposed development.

6.6.3 Utilities and Drainage Infrastructure

The O'Hare Modernization Program Final Draft [Drainage and Utility Infrastructure Study] by Consoer Townsend Envirodyne Engineers, Inc., (December 15, 2002), documents the drainage and utility infrastructure study that investigated and identified existing primary storm sewers and utility lines on Airport property as well as within planned off-Airport acquisition areas. Assessment was made of the infrastructure required to support the preferred development plan. Efforts were made to identify means to salvage as much of the existing primary utility infrastructure as possible in support of the preferred development plan. In some cases, expansion, replacement, and/or reconfiguration of drainage and utilities were required.

6.7 Land Acquisition

The preferred concept requires the acquisition of land outside of the Airport's existing footprint. Land would be acquired and cleared prior to development needs for each parcel. This section details the various areas that are required for acquisition and the associated timeframes for development. Both fee-simple and avigation easement acquisitions are proposed. **Exhibits VI-13** through **VI-16** depict the fee-simple and avigation easement acquisition areas. It is envisioned that fee-simple acquisitions will be conducted on areas that may be required for Airport development and avigation easements may be acquired in areas where fee-simple may not be necessary but control of obstacles is desirable.

6.7.1 Fee-Simple Acquisitions

Fee-simple acquisitions are depicted in Exhibits VI-13 through VI-16. Three fee simple acquisition areas are located in the northernmost acquisition area, Areas A, B, and C. Five fee simple acquisition areas are located at the southwest corner of the Airport, Areas D, E, F, G, and H. Areas E and F comprise the St. Johannes Cemetery and Resthaven Cemetery, respectively, and contain no commercial/industrial properties or residential units. **Table VI-6** summarizes the fee-simple acquisition areas.

Table VI-6
Summary of Fee Simple Acquisition Areas

	North (Areas A, B, & C)	South (Areas D, G, & H)	Area E ^{1/}	Area F ^{2/}	Total
Number of Commercial/Industrial Properties Affected	54	55	0	0	109
Number of Residential Units Affected	6	533	0	0	539
Approximate Acreage	135	291	5	2	433

^{1/} Area E is St. Johannes Cemetery.

Source: Ricondo & Associates, Inc. Prepared by: Ricondo & Associates, Inc.

The following paragraphs discuss the eight fee simple acquisition areas.

- Area A, approximately 56.7 acres, is required for the construction of Runway 9L-27R and includes the area bound by the existing Airport property line, Old Higgins Road on the north, and the Union Pacific/Canadian Pacific Railroad on the west. Area A is depicted on Exhibit VI-13.
- Area B, approximately 35.7 acres, is required for the relocation of Mt. Prospect Road and associated construction activities for the road and new Runway 9L-27R. Area B includes the area bound by Old Higgins Road on the south (including Old Higgins Road), Mt. Prospect Road on the east, and the Union Pacific/Canadian Pacific Rail on the west. Area B is depicted on Exhibit VI-13.

^{2/} Area F is Resthaven Cemetery.